

CLASSIFICATION ~~CONFIDENTIAL~~ CONTROL - U.S. OFFICIALS ONLY 25X1A

CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 8 October 1951

SUBJECT Changes in the Status of Soviet
Zone Locomotive Columns

NO. OF PAGES 2

PLACE
ACQUIRED 25X1A [REDACTED]NO. OF ENCLS.
(LISTED BELOW)

25X1A

DATE OF
INFO. [REDACTED]SUPPLEMENT TO See [REDACTED]
REPORT NO. Comment

GRADING OF SOURCE

COLLECTOR'S PRELIMINARY GRADING OF CONTENT

COMPLETELY RELIABLE	USUALLY RELIABLE	FAIRLY RELIABLE	NOT USUALLY RELIABLE	NOT RELIABLE	CANNOT BE JUDGED	CONFIRMED BY OTHER SOURCES	PROBABLY TRUE	POSSIBLY TRUE	DOUBTFUL	PROBABLY FALSE	CANNOT BE JUDGED
A.	B.	C.	D.	E.	F. <input checked="" type="checkbox"/>	1.	2.	3. <input checked="" type="checkbox"/>	4.	5.	6.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT OF 1917, U.S.C. 18 AND 50, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

REFERENCE COPY
DO NOT CIRCULATE

SOURCE

25X1X

- Through [REDACTED] observations and from official railroad records it was ascertained that 28 type-50 locomotives were parked near Ruednitz on 16 June 1951. (1) The measures indicating an imminent employment of these locomotives were observed. The sensitive parts of the engines were protected by oil paper, and some of the rods were removed.
- On 10 June 1951, it was learned that 20 locomotives, which had been previously kept cold at other places, presumably Beeskow or Ruednitz, were expected to arrive in Frankfurt/Oder. (2)
- At 6 a.m. on 13 June 1951, 22 locomotives returning from brigade missions arrived at the Frankfurt/Oder marshaling yard, allegedly to be thoroughly overhauled. The work would take from 6 to 8 days. (3)
- On 27 May the B (minor repair shop) in Frankfurt/Oder was ordered to transfer four column locomotives with their assigned cabooses to Brest Litovsk. The B was notified that the four locomotives would have to remain as a reserve in Brest Litovsk until further notice. The order was carried out on the same day. (4)
- Locomotives being kept cold on 8 June 1951 included:
 - 23 in Ducherow (5)
 - 56 in Strasburg, Uckermark (6)
 - 25 in Blumenhagen (6)
 - 27 in Ruednitz (1) 25X1X
- Through [REDACTED] observation and from official records of the Cottbus regional railroad headquarters it was ascertained on 29 May 1951 that the locomotives of deactivated Locomotive Column No 9 are now being kept cold at Klinge railroad station, 10 km west of Forst. (7)
- From official railroad records it was learned in mid-June 1951 that out of a total of 70 locomotives parked at the Frankfurt/Oder marshaling yard, 30 were being made ready for use. The axle box rods were being refitted. However, coaling-up of the locomotives was not observed. (8)

CLASSIFICATION ~~CONFIDENTIAL~~ CONTROL - U.S. OFFICIALS ONLY

STATE	#	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRB	DISTRIBUTION
ARMY	#	<input checked="" type="checkbox"/> AIR	<input checked="" type="checkbox"/> FBI	ORR Ev <input checked="" type="checkbox"/>

Document No. 802

No Change in Class. ☐

☐ Declassified

Class. (Rev. 12 3 61)

Date: 1978 11 13

~~CONFIDENTIAL~~ - U.S. OFFICIALS ONLY

25X1A

CENTRAL INTELLIGENCE AGENCY

-2-

8. On 8 June 1951, the locomotives of deactivated Locomotive Column No 7 were still in Beeskow and Storkow. (9)

25X1A

Comments.

- (1) Refers to the locomotives of Locomotive Column No 3 deactivated in the fall of 1950.
- (2) The intended reinforcement of the four operational locomotive columns in Frankfurt/Oder from the pool of reserve locomotives is reported for the first time. The information requires confirmation. No indications of a planned transfer of the locomotives parked in Ruednitz and Beeskow have been observed. See paragraphs 1, 5 and 8 of the present report.
- (3) This is a routine procedure. After several transit missions the column locomotives are thoroughly overhauled in railroad repair installations.
- (4) The departure, on 27 May, of a train of four ^{25X1A} column locomotives to Brest Litovsk was reported by another source. See [REDACTED].
- (5) ^{25X1A} Probably refers to the locomotives of deactivated Locomotive Column No 13. See [REDACTED].
- (6) The locomotives of deactivated Locomotive Columns No 6 and 12 are parked in Strasburg/Uckermark and the neighboring Blumenhagen railroad station. ^{25X1A} See [REDACTED]. The statement that 56 locomotives were parked in Strasburg is believed to be due to an error in transmission or a confusion of source. The two deactivated locomotive columns had a total ^{25X1A} of 56 locomotives, which were previously parked together in Strasburg. ^{25X1A} See [REDACTED]. Some of these locomotives were later transferred to the neighboring Blumenhagen railroad station. See [REDACTED]. Fifty-six is thus the total of locomotives parked at both railroad stations.
- (7) The intended transfer of these column reserve ^{25X1A} locomotives into the Cottbus-Forst area was reported in mid-May 1951. See [REDACTED].
- (8) This statement ^{25X1A} may be connected with a similar report furnished by another source. See [REDACTED]. The locomotives mentioned are believed to be reserve ^{25X1A} of operational Locomotive Columns Nos 2, 4, 5, and 8 stationed in Frankfurt/Oder.
- (9) ^{25X1A} Confirms the locomotive reserve parked there since September 1950. See [REDACTED].

~~CONFIDENTIAL~~/US OFFICIALS ONLY